BookletChart™

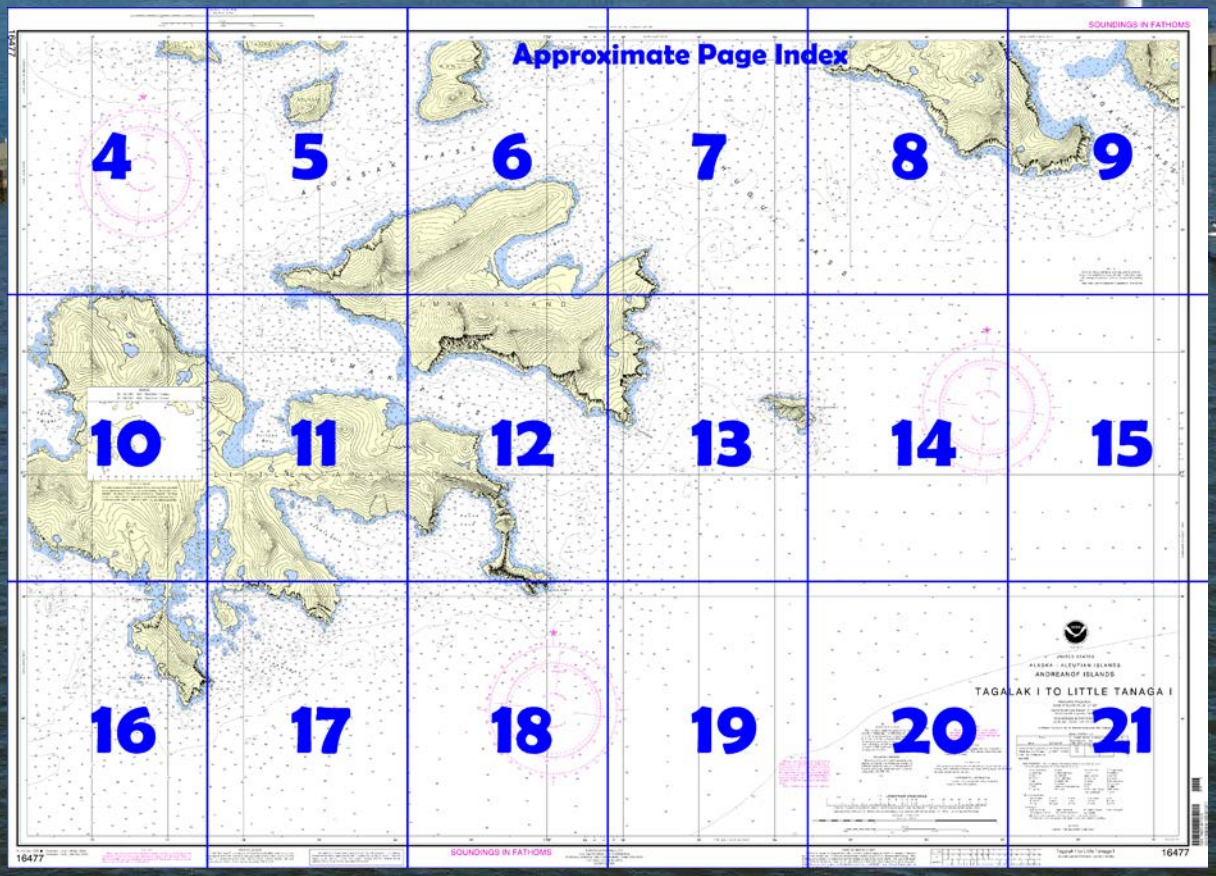
Tagalak Island to Little Tanaga Island

NOAA Chart 16477

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

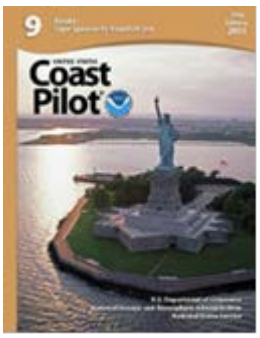
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=16477.

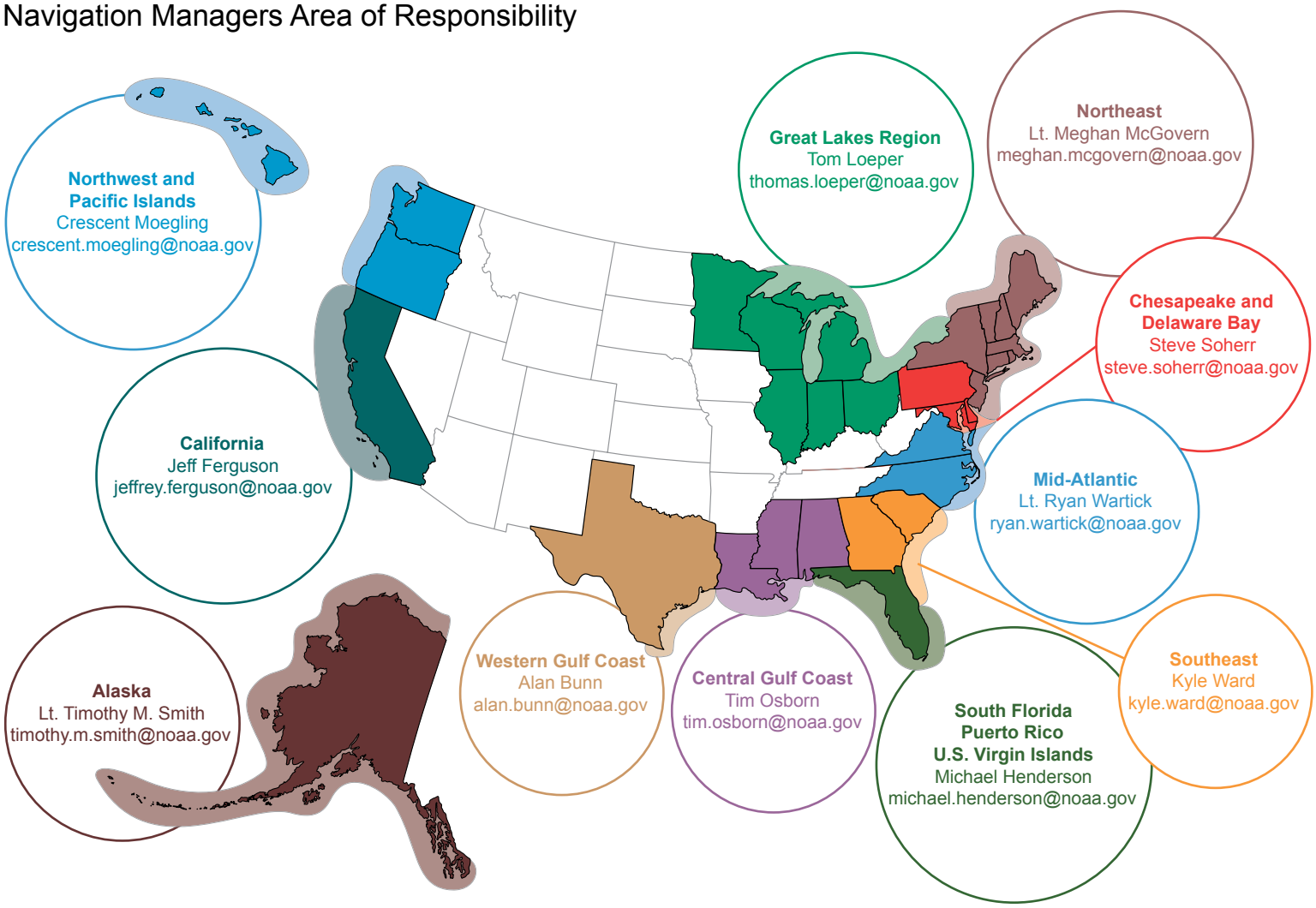


(Selected Excerpts from Coast Pilot)
Anagaksik Island is about 2 miles E of the E end of Umak Island and on the S side of the entrance to Chugul Pass. The islet is a precipitous rock about 1 mile long, 0.5 mile wide, and 890 feet high. It has a few off-lying rocks, but in most places deep water extends close to the shore.
Umak Island, about 5 miles SW of Chugul Island, is a mountainous, irregularly shaped island about 6 miles long and 3 miles wide with a deep bight indenting the NE coast. From this bight a low pass extends to the opposite side of the island. The shores are in general steep and rocky with occasional stretches of sandy beach. The N coast is foul, with many detached rocks, exposed and submerged. A number of islets are off the E coast. The S coast is in general clear, with few off-lying rocks, except toward **Cape Chakik**, the W extremity, where there are stretches of fringing reefs. Birds of many species frequent the island, there are also seals on the island.
Umak Bight is about 2 miles in extent and its principal arm is about 0.6 mile wide at its entrance. The bight is open on the E to Chugul Pass, and considerable swell from the ocean may be expected in heavy E weather. In all other weather the bight is one of the better anchorages in this area, with depths of 26 fathoms and holding ground of green mud near the head of the bight. Stray winds sweep over the bight from the low pass to the W of Umak Bight. A sand beach is at the head of the bight.
Asuksak Pass, separating Umak Island from Kanu and Asuksak Islands, is 1.3 miles wide at its narrowest point and is deep and clear, but the currents are strong between Kanu and Umak Islands. It is inadvisable to attempt the pass in thick weather.
Umak Pass, between Umak Island and Little Tanaga Island is 0.6 mile wide at its narrowest point and 7 miles long with depths of 7½ to over 50 fathoms.
Currents of 3 knots have been observed in the pass and greater velocities probably occur. The changes of current are accompanied by erratic movements and tide rips. (See the Tidal Current Tables for predictions for Umak Pass.) A rock awash is 0.5 mile SE of Cape Chakik and 500 yards offshore. In clear weather a midpass course can be taken through the pass. In thick weather the N side should be favored, entering the pass from E, until W of the narrows, then it is best to favor the S side.
Little Tanaga Island is about 8 miles long and has a greatest width of about 7 miles. Two long bays, separated by a narrow isthmus, nearly cut it into two parts. The island is very rocky and mountainous; the highest peak is 1,747 feet. The shores in general are steep and rocky, and the coast generally is fringed with reefs, islets, and detached rocks. Several streams and small lakes are on the island.
Scripps Bay, on the N coast of Little Tanaga Island, is a well-protected anchorage subject to williwaws. The bottom is coarse sand with pebbles, but appears to hold fairly well. A sandy beach, intersected by a stream is at the head of the bay. Scripps Bay is subject to fog and reduced visibility; it is frequently thick here when the W and N sections of Kuluk Bay (Adak Island) are clear. In entering the bay, pass 400 yards off the rocky islet 0.3 mile inside the E shore to avoid the 2¼-fathom spot off the W point at the entrance. Anchor in 18 fathoms 750 yards SW of the islet. Small vessels can anchor in shallow water near the shore.
Chisak Bay, on the S coast of Little Tanaga Island, is about 2.5 miles long and 0.8 mile wide. Depths are suitable for anchorage, but only small vessels may find swinging room which is reduced by numerous small islands. A 3-fathom depth is 0.4 mile SE and a 2¾-fathom shoal is 0.2 mile E of Chisak Island. The upper end of the bay is clear, but the channel, close W of Chisak Island, leading to it is very narrow. The bay is almost landlocked, but is reported to be exposed to swells and seas from the Pacific Ocean. A stream enters at the head of the cove. The shores of Chisak Bay consist of narrow rocky beaches.
Azamis Cove, on the S coast of Little Tanaga Island, is about 2 miles long and 1 mile wide at the entrance. Depths are suitable for anchorage, but it is not recommended. The bay provides shelter from the N and W but is open to seas and swells from the Pacific Ocean.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Juneau	Commander 17th CG District Juneau, Alaska	(907) 463-2000

Navigation Managers Area of Responsibility

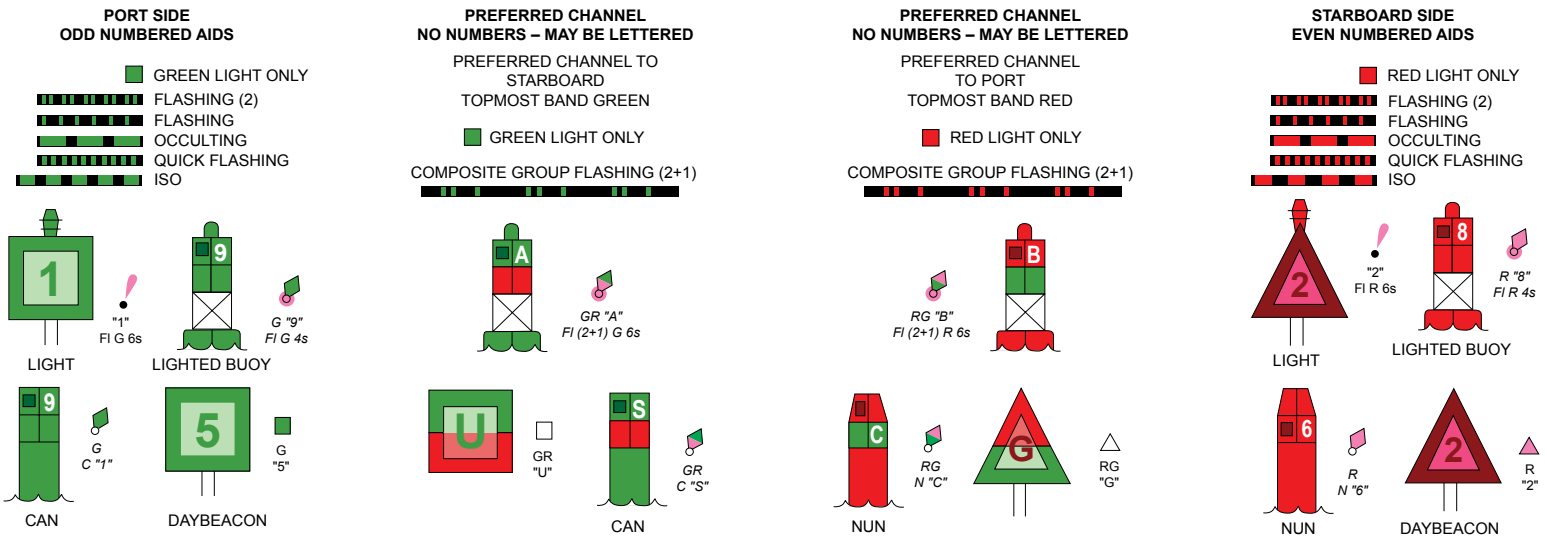


NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

To make suggestions or ask questions online, go to *nauticalcharts.noaa.gov/inquiry*.
To report a chart discrepancy, please use *ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx*.

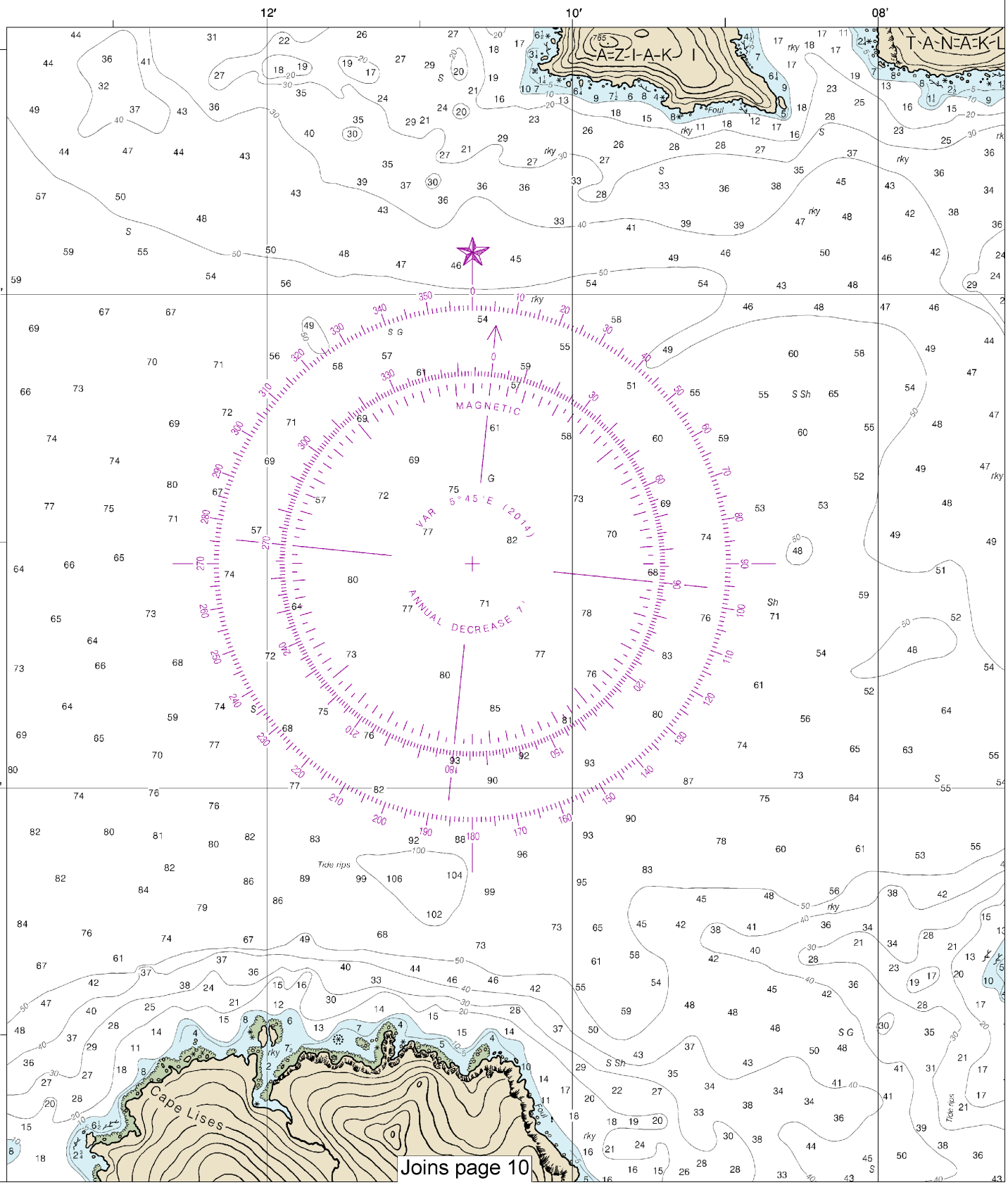
Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at *http://www.navcen.uscg.gov*

SCALE 1:30,000
Nautical Miles
1 ½ 0 1
Yards
1000 0 1000 2000

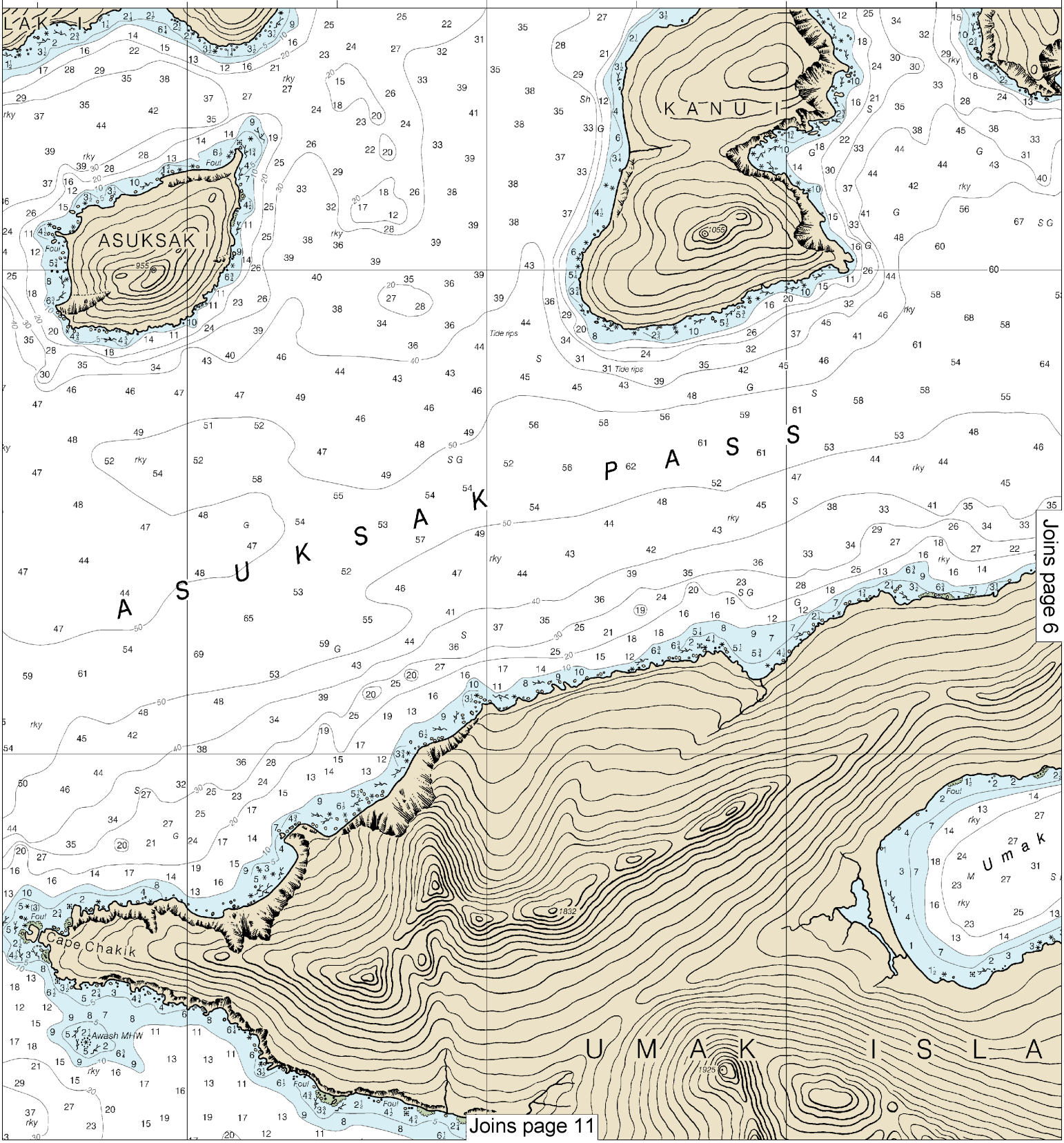


4

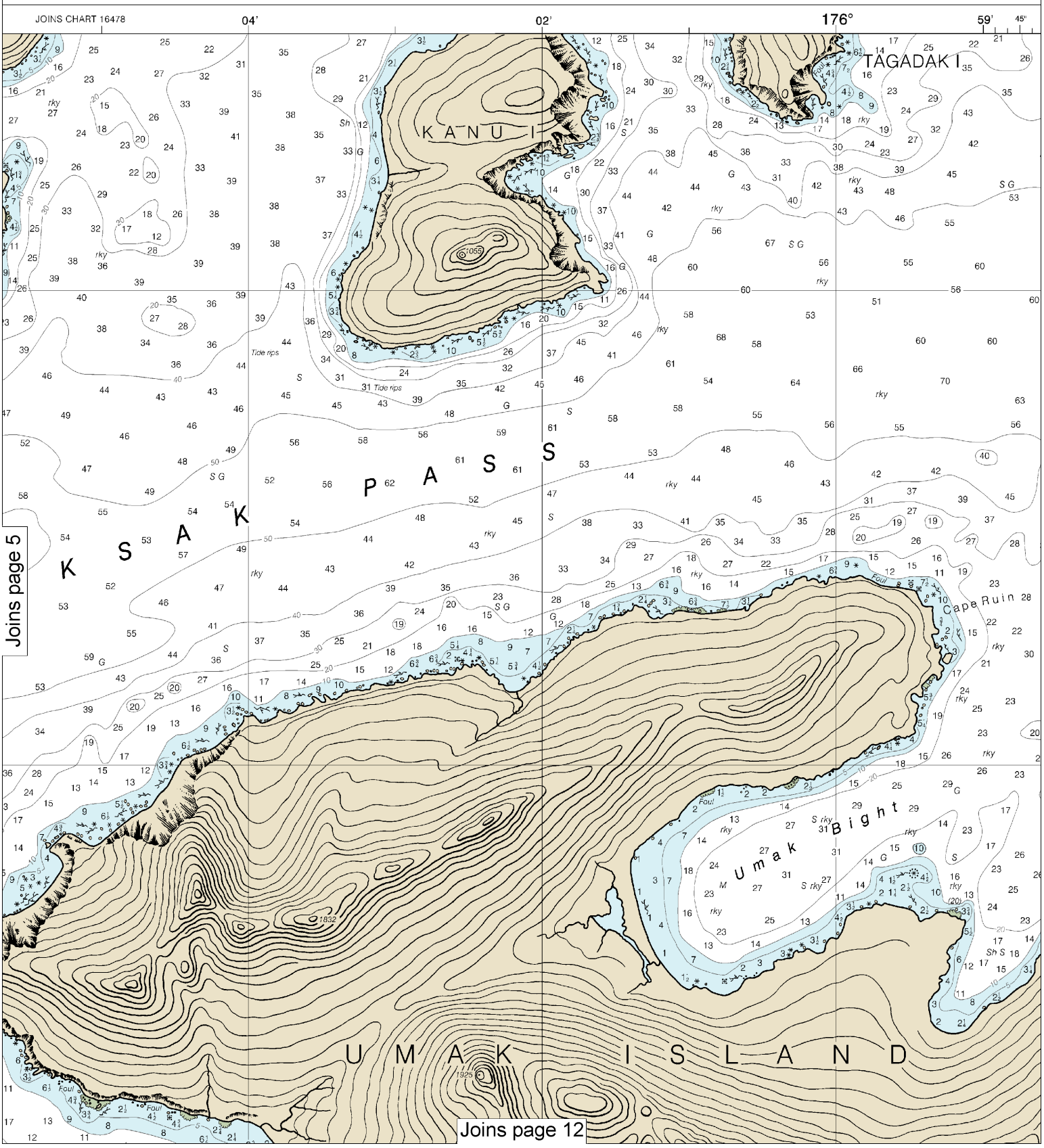
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:30,000~~
Nautical Miles
1 0 1 2
Yards
1000 0 1000 2000 3000

See Note on page 5.



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:40000. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

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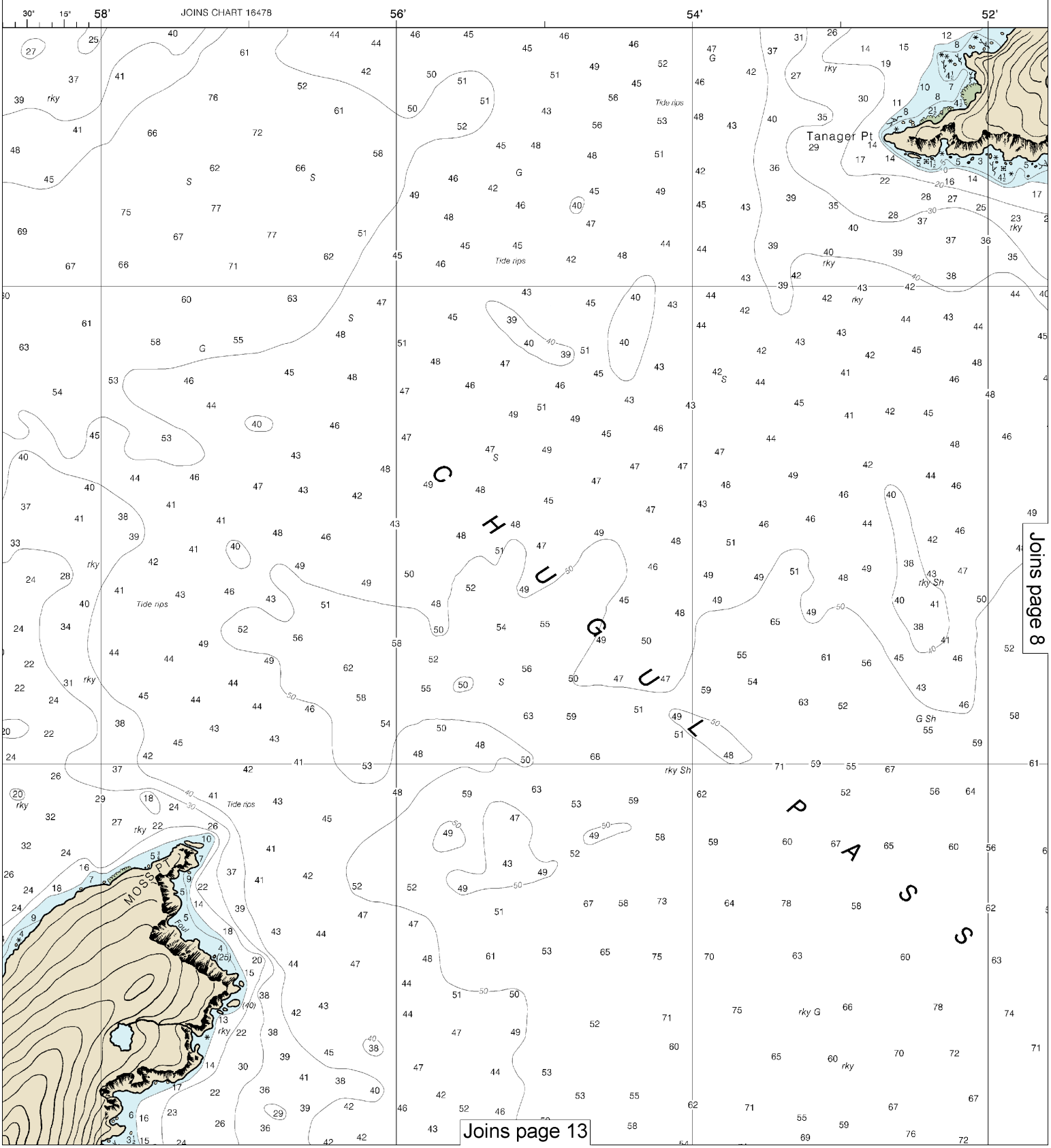
Nautical Miles

1 0 1 2

Yards

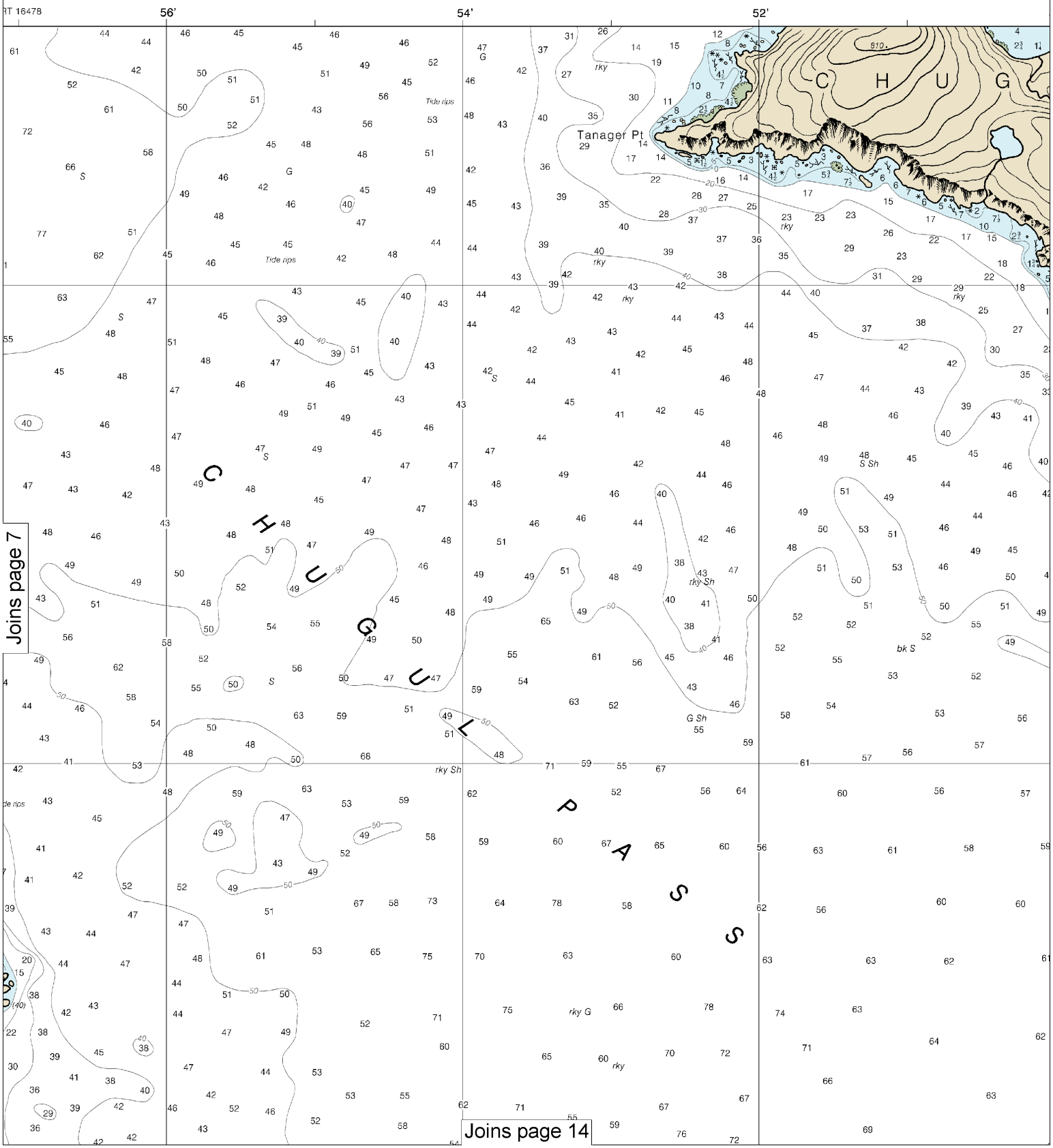
1000 0 1000 2000 3000

See Note on page 5.



8th Ed., Jun. 2014. Last Correction: 12/11/2015. Cleared through:
LNM: 4816 (11/29/2016), NM: 4916 (12/3/2016), CHS: 1116 (11/25/2016)

nauticalcharts.noaa.gov



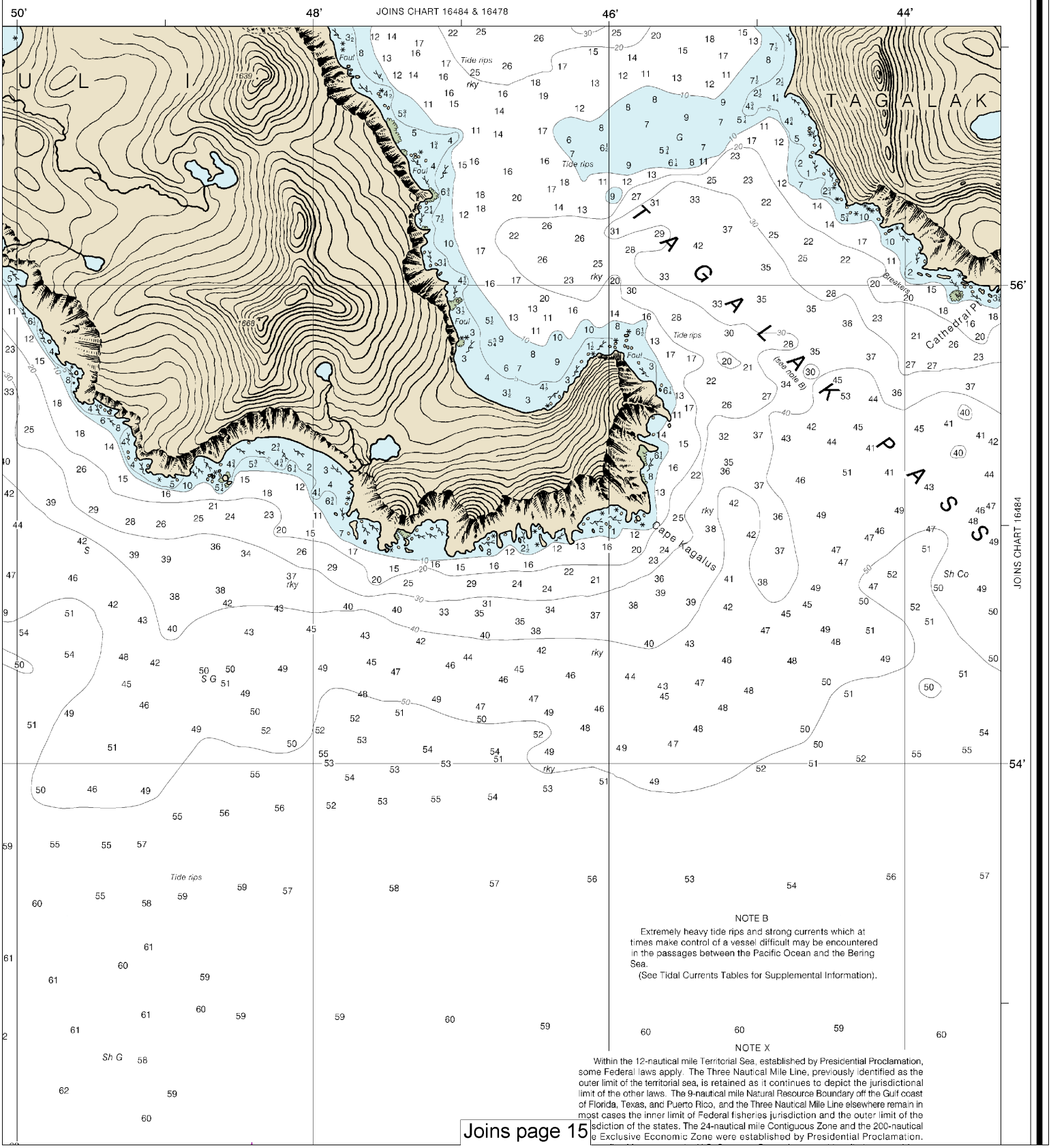
Printed at reduced scale. ~~SCALE 1:30,000~~

Nautical Miles: 1 0 1 2

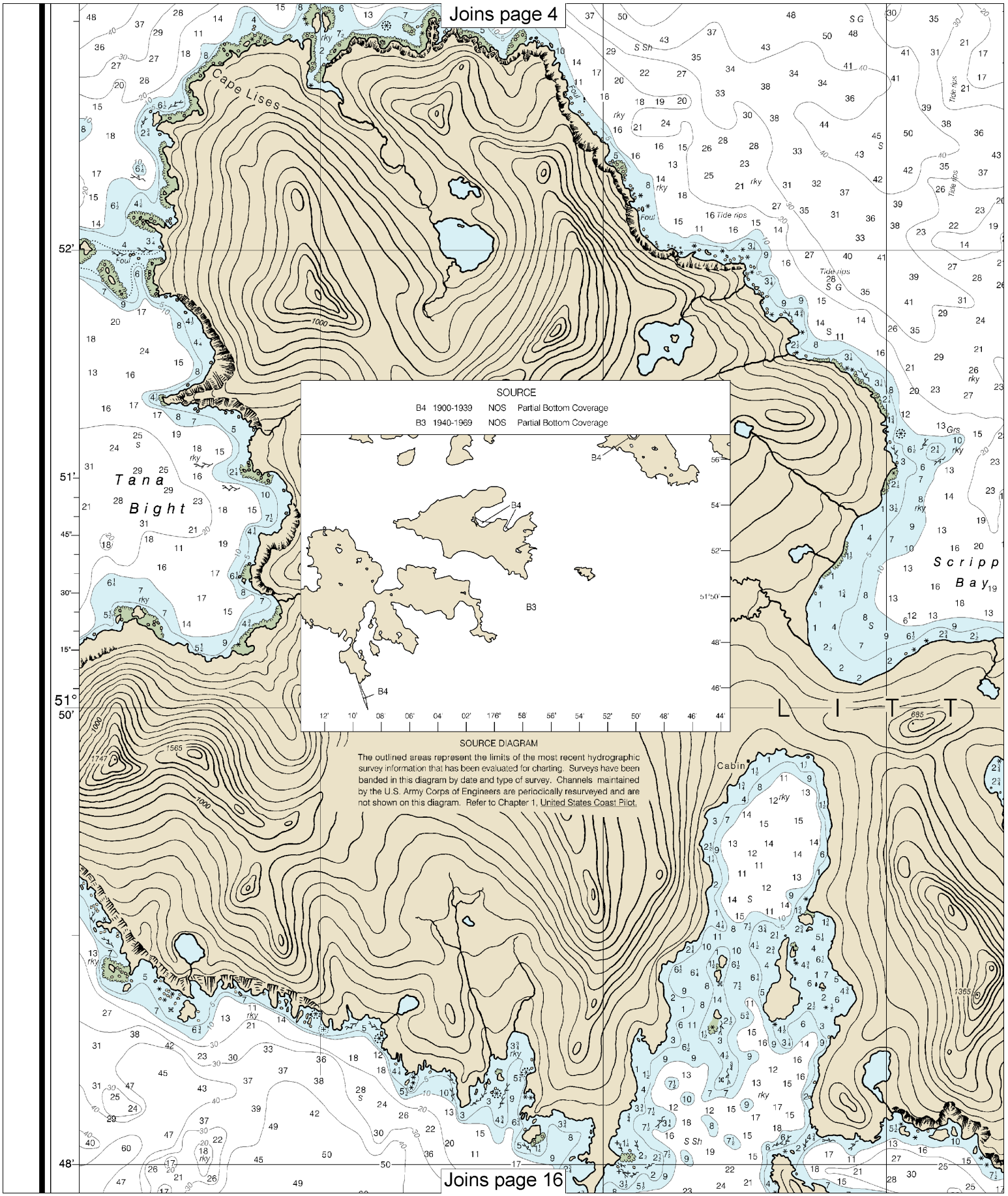
Yards: 1000 0 1000 2000 3000

See Note on page 5.

Note: Chart grid lines are aligned with true north.



Joins page 15



Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:30,000~~

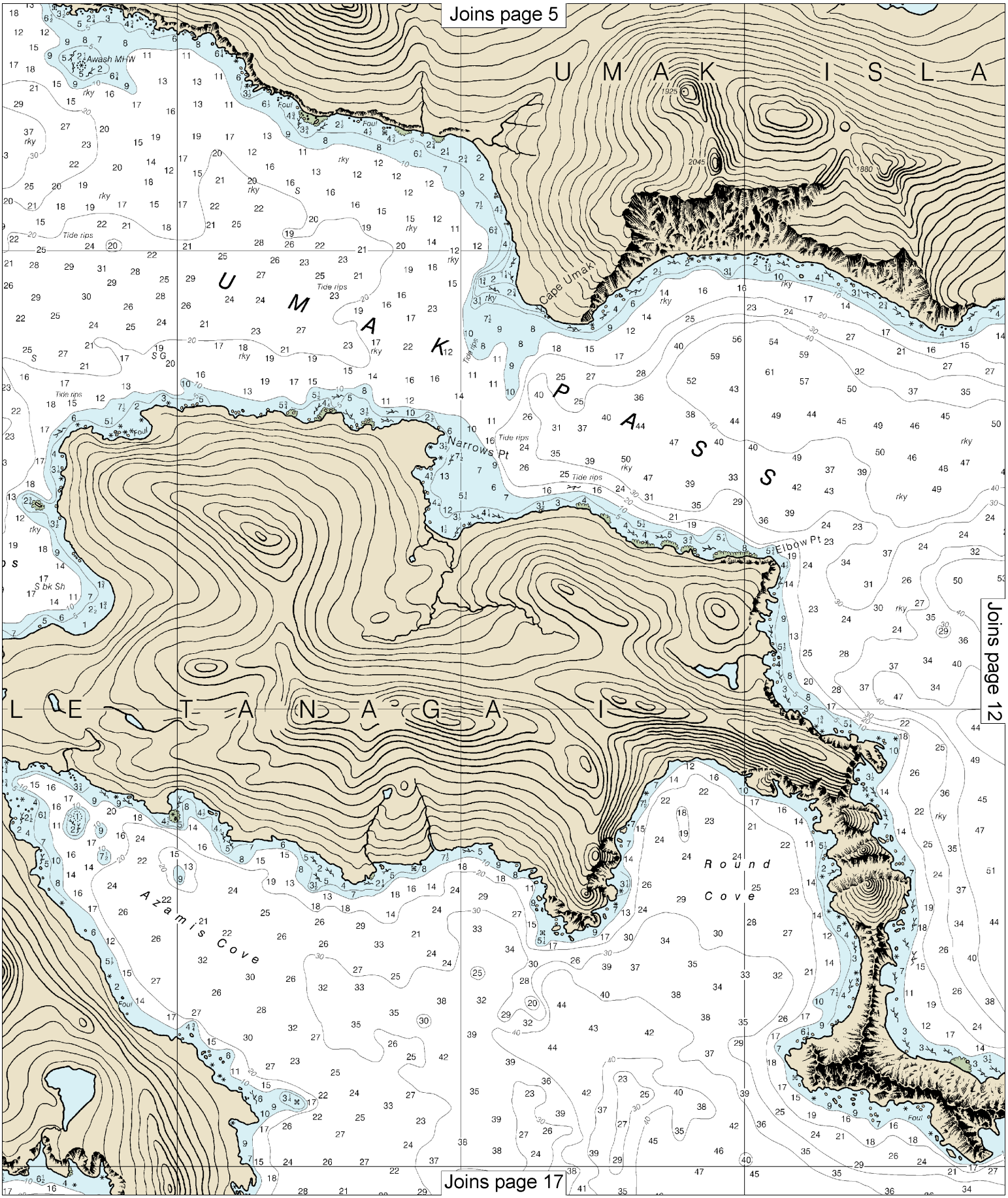
Nautical Miles

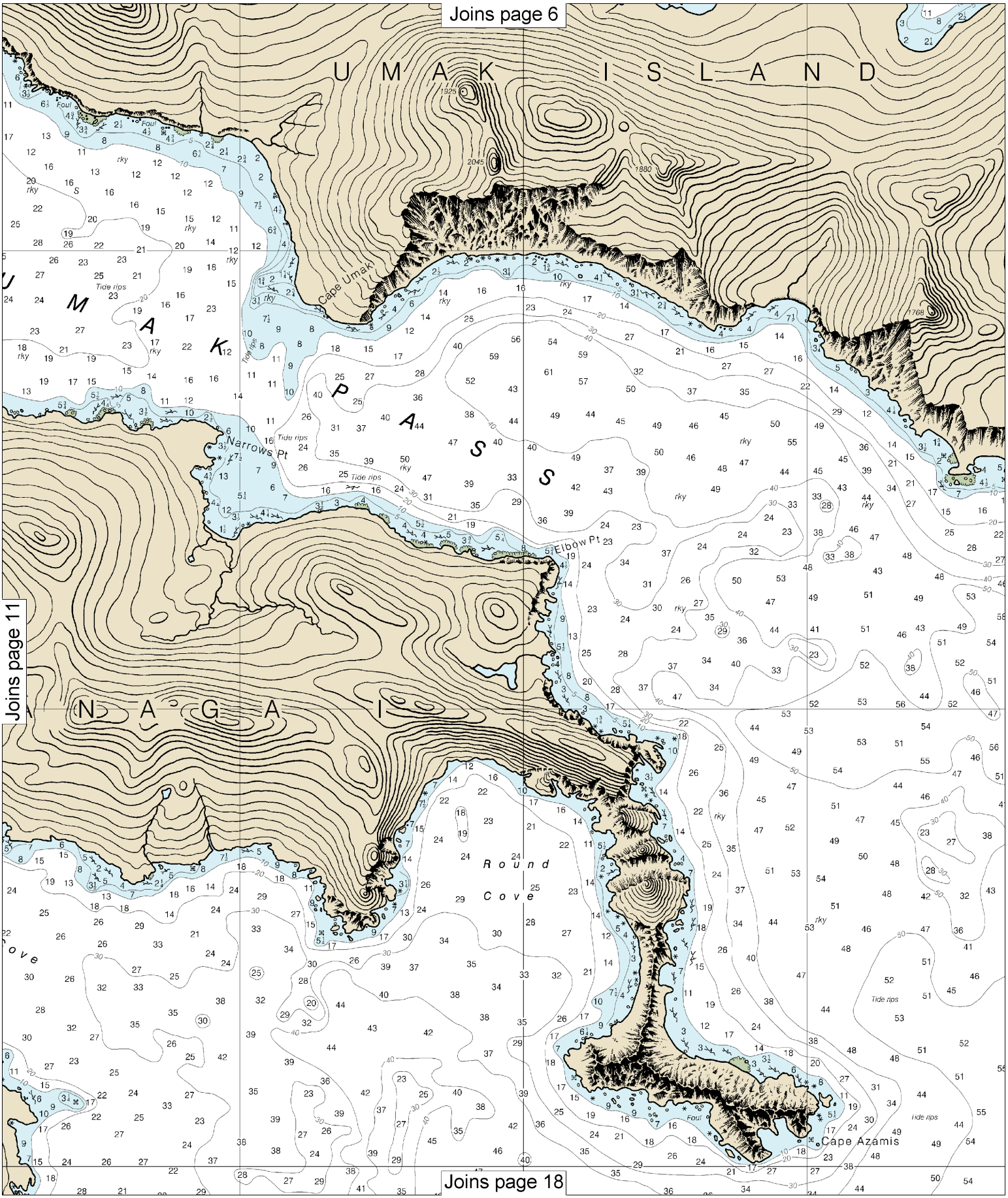
1 0 1 2

Yards

1000 0 1000 2000 3000

See Note on page 5.


Joins page 5
U M A K I S L A
Awash MHW
Foul
Tide rips
rky
Cape Umak
U M A K
P A S S
Narrows Pt
Elbow Pt
L E T A N A G A I
Round Cove
Azamis Cove
Joins page 12
Joins page 17



Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:30,000~~

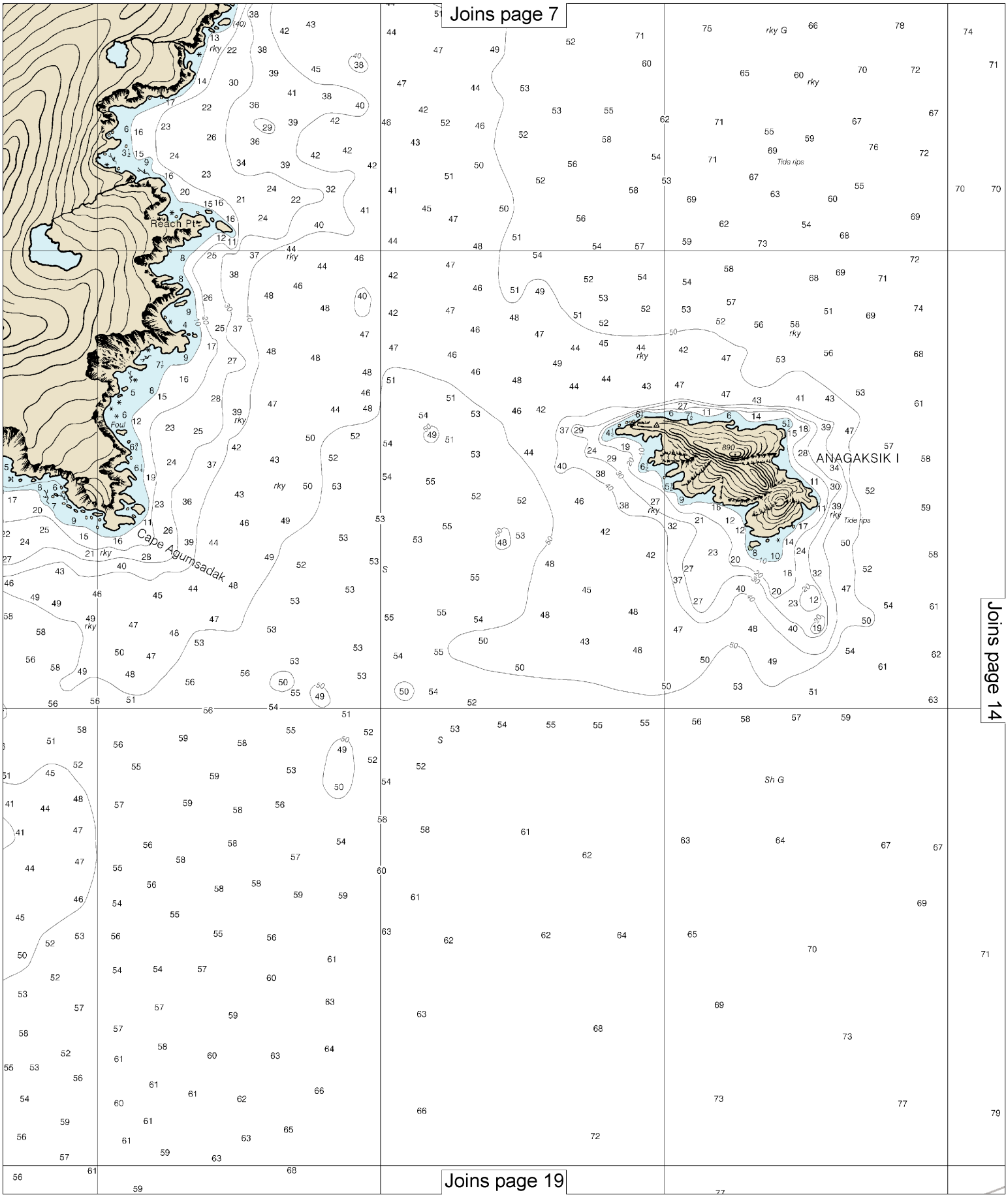
Nautical Miles

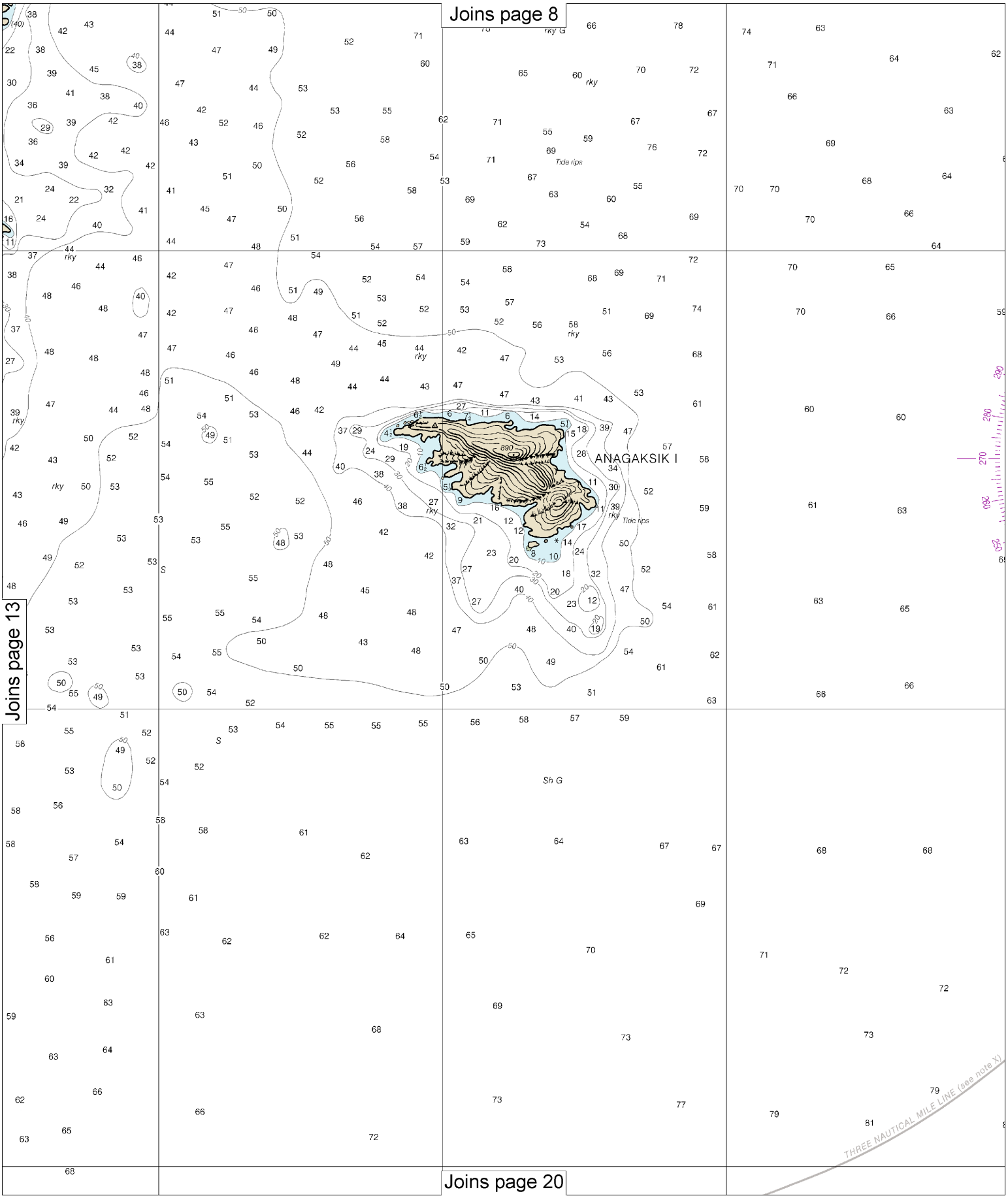
1 0 1 2

Yards

1000 0 1000 2000 3000

See Note on page 5.


Joins page 7
Reach Pt
Cape Agumsadak
ANAGAKSIK I
Tide rips
rky
Foul
Sh G
Joins page 14
Joins page 19



Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:30,000~~

Nautical Miles: 1 0 1 2

Yards: 1000 0 1000 2000 3000

See Note on page 5.

Joins page 9

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

MAGNETIC

VAR 6° 00'E (2014)

ANNUAL DECREASE 7

52'

51'

45"

30"

15"

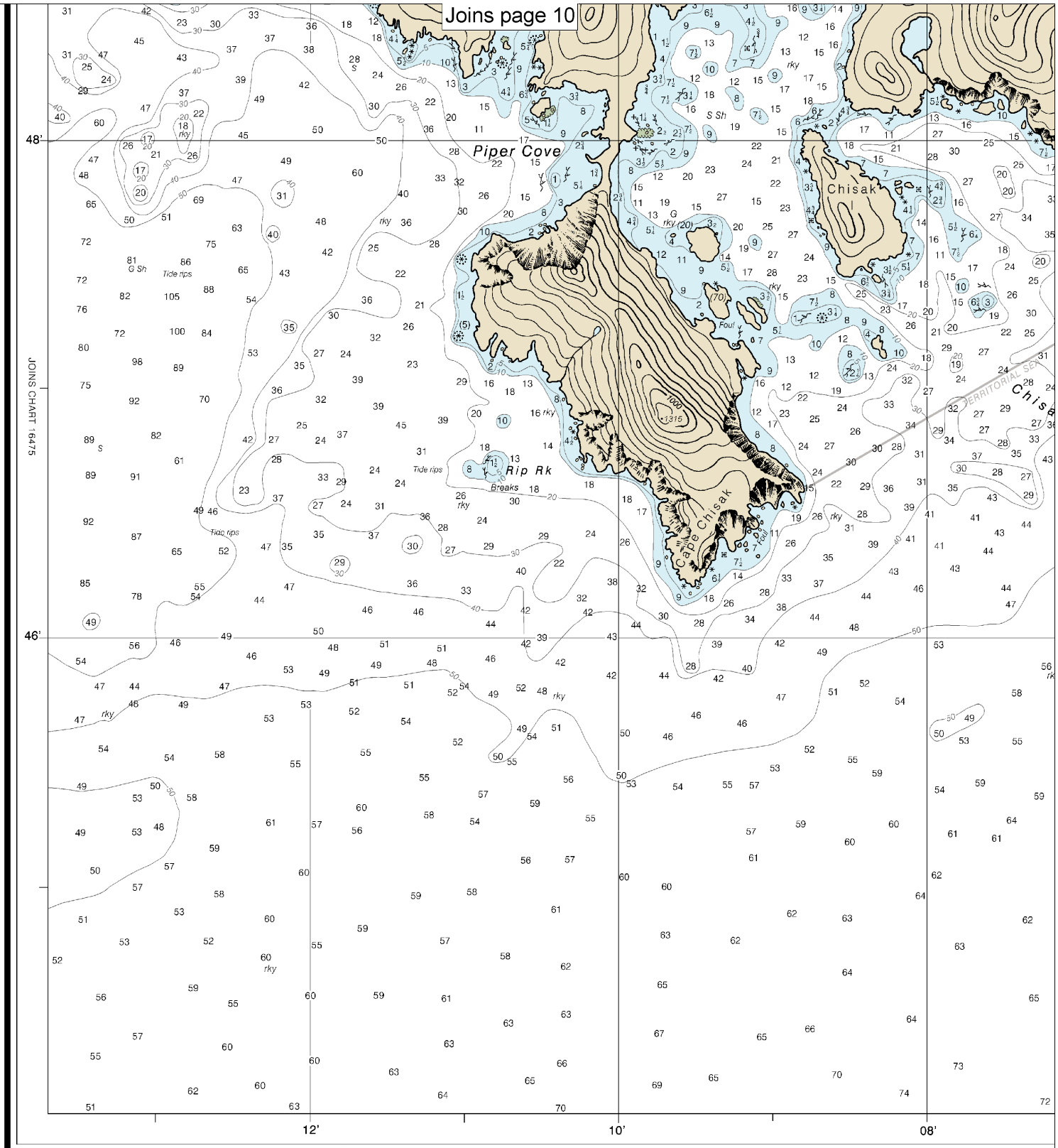
51°

50'

48'

CONTINUED ON CHART 16471

Joins page 21



16477

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

NOAA encourages users to submit inquiries, discrepancies about this chart at http://www.nauticalcharts.noaa.gov/staff/co

8th Ed., Jun. 2014. Last Correction: 12/11/2015. Cleared through:
LNM: 4816 (11/29/2016), NM: 4916 (12/3/2016), CHS: 1116 (11/25/2016)

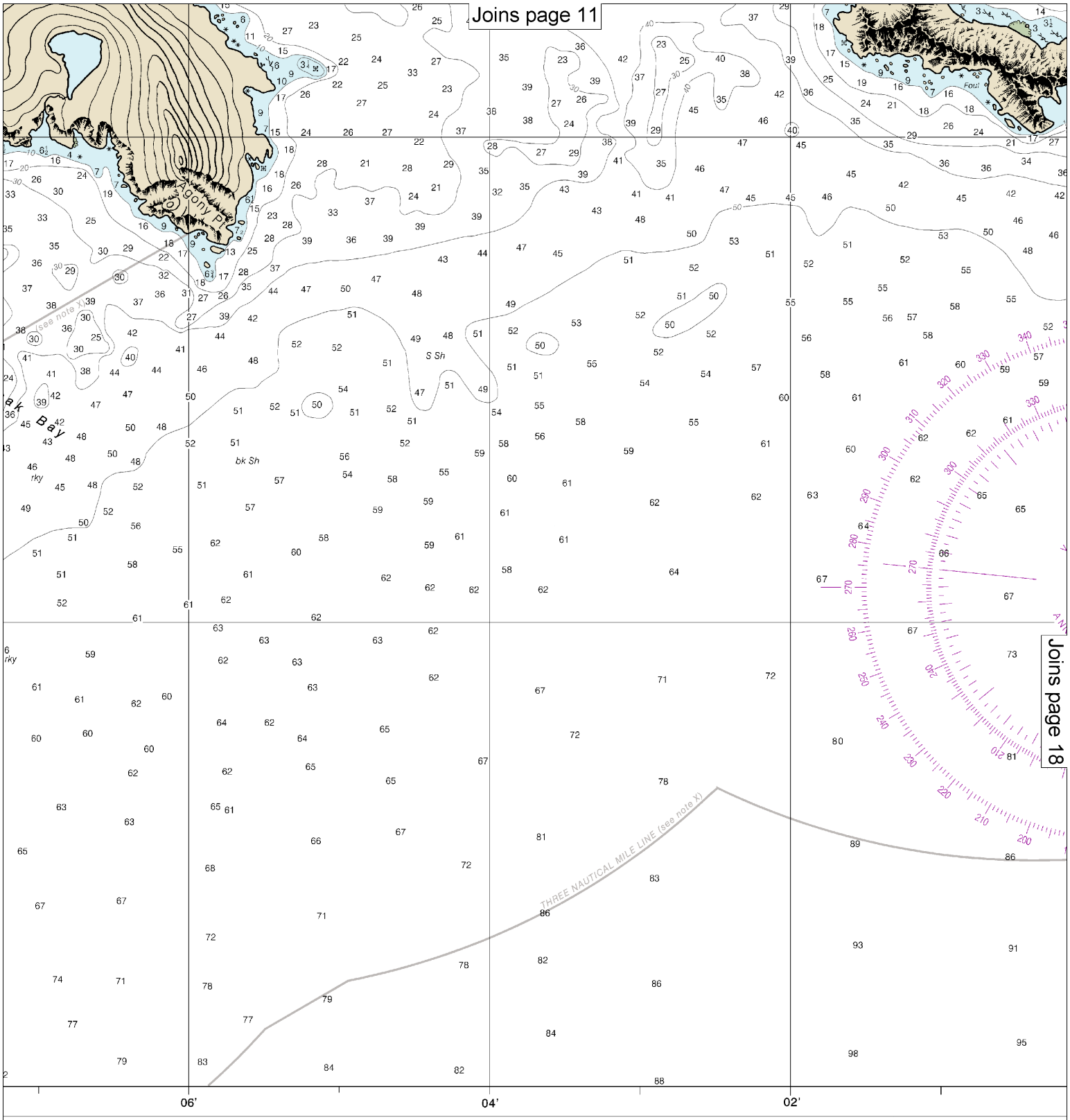
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:30,000~~

Nautical Miles: 1 0 1 2

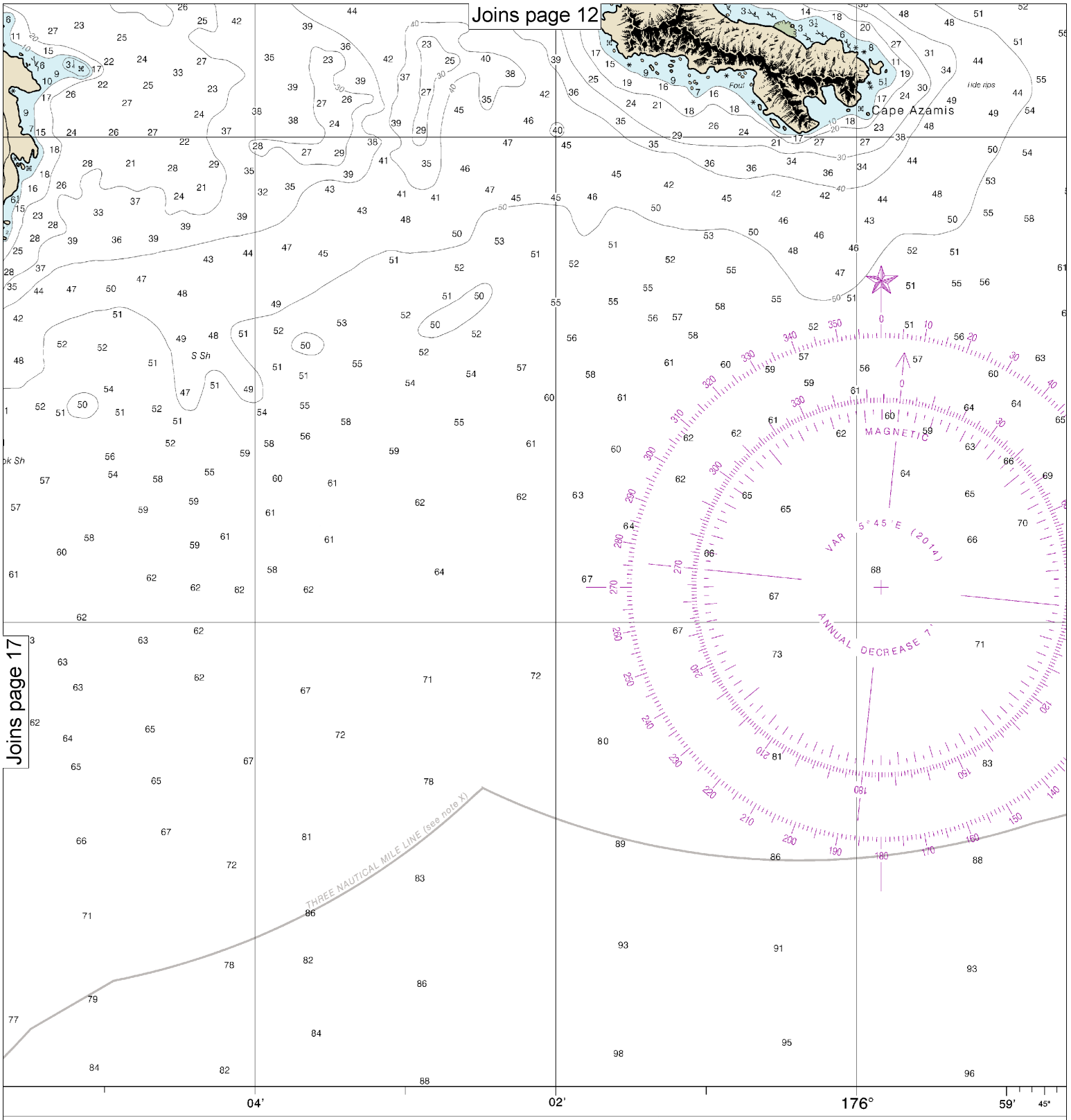
Yards: 1000 0 1000 2000 3000

See Note on page 5.



cies or comments
contact.htm.

SOUNDINGS IN FATHO



SOUNDINGS IN FATHOMS

Published a
U.S. DEPARTM
NATIONAL OCEANIC AND
NATIONAL
COA

Note: Chart grid lines are aligned with true north.

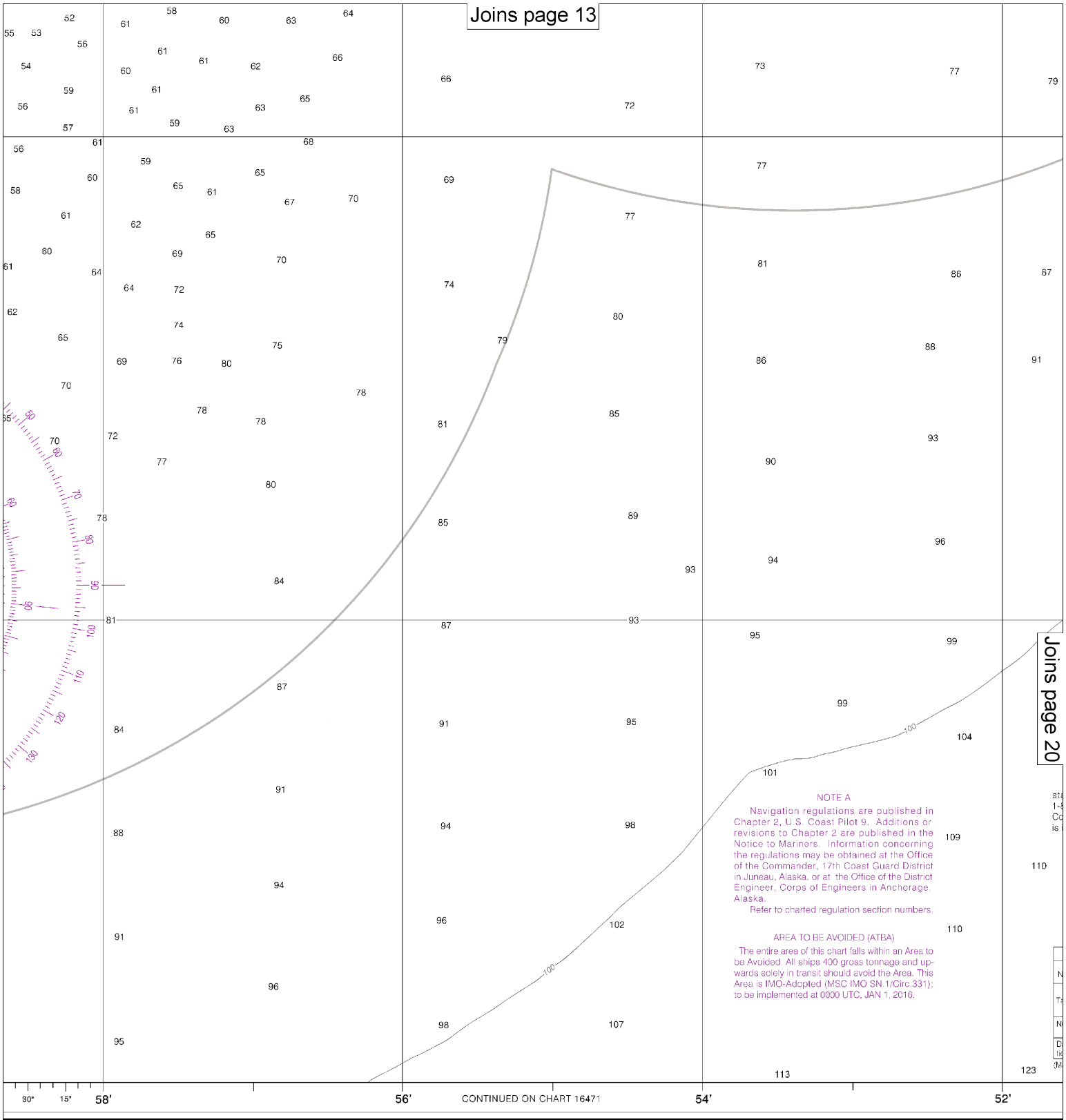
Printed at reduced scale. ~~SCALE 1:30,000~~

Nautical Miles: 1 0 1 2

Yards: 1000 0 1000 2000 3000

See Note on page 5.

Joins page 13



Joins page 20

at Washington, D.C.
MENT OF COMMERCE
D ATMOSPHERIC ADMINISTRATION
AL OCEAN SERVICE
AST SURVEY

Joins page 14

Joins page 19

THREE NAUTICAL MILE LINE (see note X)

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

AREA TO BE AVOIDED (ATBA)

The entire area of this chart falls within an Area to be Avoided. All ships 400 gross tonnage and upwards solely in transit should avoid the Area. This Area is IMO-Adopted (MSC IMO SN 1/Circ.331); to be implemented at 0000 UTC, JAN 1, 2016.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 4.855' southward and 8.815" westward to agree with this chart.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

TIDAL INFORMATION

PLACE		Heig
NAME	(LAT/LONG)	Mea Hig
Tanager Point, Chugul Island	(51°57'N/175°52'W)	

NOTE: Tide is chiefly diurnal.

Dashes (- - -) located in datum columns indicate unavailable datum val tide predictions, and tidal current predictions are available on the Intern

(May 2014)

56' CONTINUED ON CHART 16471 54' 52'

Note: Chart grid lines are aligned with true north.

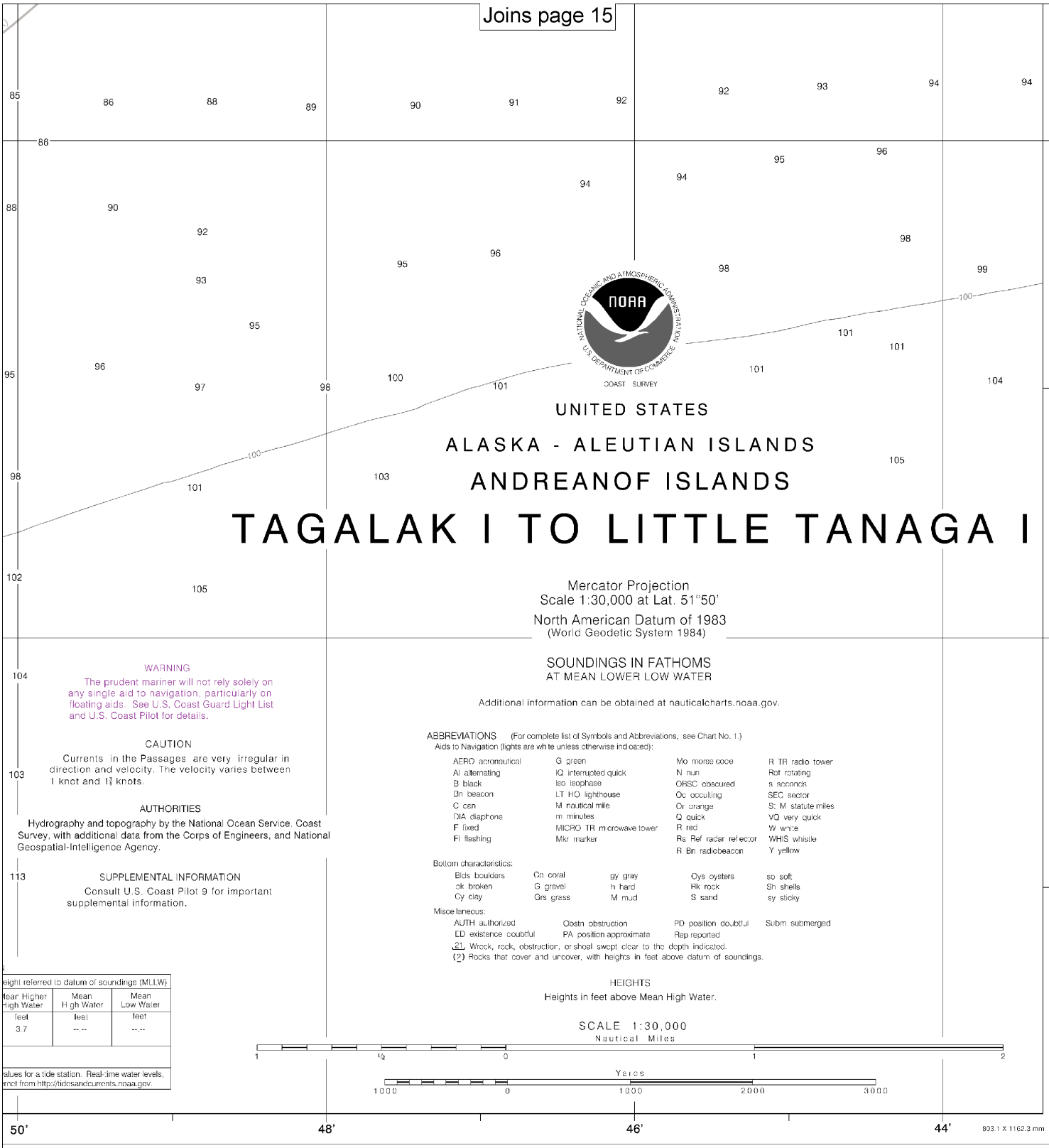
Printed at reduced scale. ~~SCALE 1:30,000~~

Nautical Miles: 1 0 1 2

Yards: 1000 0 1000 2000 3000

See Note on page 5.

Joins page 15



UNITED STATES

ALASKA - ALEUTIAN ISLANDS

ANDREANOF ISLANDS

TAGALAK I TO LITTLE TANAGA I

Mercator Projection
Scale 1:30,000 at Lat. 51°50'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION

Currents in the Passages are very irregular in direction and velocity. The velocity varies between 1 knot and 1¾ knots.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, and National Geospatial-Intelligence Agency.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 9 for important supplemental information.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	S; M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
DD existence doubtful	PA position approximate	Rep reported	

(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

HEIGHTS

Heights in feet above Mean High Water.

SCALE 1:30,000
Nautical Miles
1 ½ 0 1 2

Yards
1000 0 1000 2000 3000

eight referred to datum of soundings (MLLW)

lean Higher High Water	Mean H gh Water	Mean Low Water
feet 3.7	feet --.--	feet --.--

alues for a tide station. Real-time water levels, rnct from http://tidesandcurrents.noaa.gov.

50' 48' 46' 44'

803.1 X 1162.3 mm

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31

Tagalak I to Little Tanaga I
SOUNDINGS IN FATHOMS - SCALE 1:30,000

16477

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Interactive chart catalog	—	**http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
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